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LEARJET ANNOUNCES RESUMPTION OF MODEL 55 PRODUCTION

Gates Learjet Corp. last week announced the immediate resumption of production of Model 55 Series aircraft, ending a production suspension of that line that began at the end of September *(BA, Sept. 24/97)*. Bermar S. Stillwell, Learjet president, said "the decision to restart the production line has been brought about by improving market conditions and our long-range optimism concerning the sales picture for Learjet aircraft." He indicated that the resumption of production will result in the return to work of about 100 employes who had previously been laid off at the company's Tucson, Ariz. facility. Initial production rate is expected to be 1.5 units per month, but that could not be immediately confirmed last week.

Learjet suspended production of all commercial aircraft last fall and laid off about 1,000 employes because production rates were exceeding the level of new orders. Production of commercial versions of Model 35/36 series aircraft resumed in March *(BA, March 4/68)*. Learjet has continued to produce C-21A (Model 35) aircraft for the U.S. Air Force at a rate of four units per month. Last of the 80 aircraft being leased by the service are expected to be delivered in October. Announcement that Learjet is resuming Model 55 production followed release of the company's first quarter financial report, which included a loss of $3.8 million *(see related story on Page 148)*.

FAA REDUCES EXPERIENCE REQUIREMENTS FOR INSTRUMENT RATINGS

Federal Aviation Administration has changed Part 61 of the *Federal Aviation Regulations* (FAR) which prescribe the minimum flight hour requirements necessary for the issuance of an original or additional instrument rating added to an airman certificate. FAA said the amendment, which responds to "recognized current training technology," will allow the holder of at least a current private pilot certificate to apply for and be issued an instrument rating with less than the minimum 200 hours flight time that had been required. FAA said such a change will "encourage earlier training in and development of instrument flying skills." The new regulations specify that the appropriate level of experience would be obtained by requiring a total of 125 hours of flight experience, including 50 hours cross-country flight time as pilot in command. For more information contact Lauren D. Basham, Certification Branch (AFO-840), General Aviation and Commercial Division, Federal Aviation Administration, 800 Independence Ave., S.W., Washington, D.C. 20591, (202) 426-8196.

ACCIDENT TRIBUNAL PROPOSED TO REDUCE COST OF LITIGATION

An aircraft accident tribunal designed to "significantly reduce litigation, a major cost of aviation products liability" has been proposed by John Howard, director of the Aviation Insurance Association and vice president of the aviation department at Stewart Smith Mid America, Inc. a retail broker of insurance products.

Howard, active in aviation insurance at Stewart Smith for approximately 10 years, was scheduled to introduce the tribunal concept yesterday (May 12) on the first day of AIA's annual convention in Orlando, Fla. As explained in the association's newsletter, *The Binder*, the tribunal's function would be to

(Continued on the following page)

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MITSUBISHI DIAMOND II RECEIVES TYPE CERTIFICATE – Mitsubishi Aircraft International has been granted a basic type certificate by the Federal Aviation Administration for its Diamond II. Aircraft prototype began flight testing last May and type inspection authorization was received in November. Manufacturer expects certificate of airworthiness on the basic aircraft will be granted this month, with follow on programs for supplemental type certifications on the Branson 33 cubic foot tailcone baggage compartment and fuel tank modifications scheduled for completion by mid-summer. Mitsubishi expects to have seven aircraft ready for delivery at the end of this year. Aircraft will sell for $3.19 million and will be assembled and completed at MAI's facilities in San Angelo, Texas.

EJA, SHOWALTER ESTABLISH INTEGRATED MANAGEMENT PROGRAM – Officials of Executive Jet Aviation, Columbus, Ohio and Showalter Flying Service, Inc., Orlando, Fla. have signed an agreement to join in an Integrated Management Association Program (IMAP). Ownership of the two companies will remain separate, but the IMAP program will encompass four areas of cooperation: flight services; maintenance and avionics services; product support services; and, marketing and finance services. Agreement with Showalter is the first such arrangement EJA has entered into, but it is contemplating similar cooperative efforts with other leading FBOs in different areas of the country as a way of expanding its marketing efforts. EJA officials said they have talked to a couple of other FBOs and may sign up three or four more in addition to Showalter.

Showalter will market EJA's flight services under an enhanced incentive fee structure and is expected to benefit from EJA's extensive experience in jet maintenance, avionics and its large parts inventory. Showalter also will receive marketing and financial services from EJA, which is owned by RTS Capital Services, Inc. of New York, a major lessor of helicopters and fixed-wing aircraft.

Showalter President Robert H. Showalter and EJA President Paul Tibbetts told *BA* the arrangement will have benefits for both companies. It is expected that EJA will be able to "hand over" charter passengers to Showalter when their final destination is near an airport that cannot accommodate EJA's Learjets. EJA also expects to use Showalter's fueling and maintenance facilities when its aircraft are operating in the Southeast. Showalter, a full line Piper Aircraft dealer and the largest FBO at Orlando, expects to benefit from EJA's marketing and financing services. The two firms will be linked by a sophisticated computer network.

FAA PUBLISHES NPRM ON SHOULDER HARNESS INSTALLATION – In response to a petition for rulemaking from the General Aviation Manufacturers Association, safety recommendations from the National Transportation Safety Board and the conclusions of its own crashworthiness study report, Federal Aviation Administration has published a notice of proposed rulemaking addressing the use of shoulder harnesses in normal, utility, and acrobatic category airplanes. Notice, which proposes to amend Parts 23 and 91 of the *Federal Aviation Regulations* (FAR), would require the installation of shoulder harnesses at all seats in the aforementioned category aircraft with a passenger seating configuration of nine or less, excluding pilot seats. Ruling would affect those aircraft manufactured one year after the effective date of the proposed amendment and would also require the pilot-in-command to brief passengers on how to fasten and unfasten shoulder harnesses for takeoff and landing if they (the harnesses) are installed. Comments on the proposal should be received by June 20.

LEARJET REPORTS $3.8 MILLION FIRST QUARTER LOSS – Gates Learjet Corp., faced with a $10 million decline in first-quarter revenues, reported a loss of just under $4 million for the three-month period ended March 31. The company reported a loss of $3.8 million on revenues of $59.1 million, compared to a loss of $1.7 million on sales of $69.3 million in the same period last year. Learjet said revenues from sales of used aircraft "decreased $15 million from last year's exceptionally strong first quarter, which accounted for the 15 percent drop in total sales volume." That decline was partially offset by increases in parts and service sales, along with the addition of lease revenues from the C-21A aircraft being operated by the U.S. Air Force. The company delivered four new aircraft in the first quarter—two Model 55s and two 35As—compared to three new 55s in the first three months of 1984. Although three subsidiaries, Combs Gates, Jet Electronics and Technology and Gates Learjet Aircraft Services Corp., reported profitable operations, the company noted that development expenses associated with the Gates-Piaggio Avanti program increased and that financing required for the C-21A program resulted in additional interest costs.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – APRIL UNIT SHIPMENTS

		April 85	Cal. Year
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-77	Skipper	0	0
BE-C23	Sundowner	0	0
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	1	5
BE-A36	Bonanza	12	26
BE-V35B	Bonanza	0	0
BE-B36TC	Bonanza	0	0
• Multi-Engine			
BE-B55	Baron	0	0
BE-E55	Baron	0	0
BE-58	Baron	1	8
BE-58TC	Baron	0	0
BE-58P	Baron	0	3
BE-76	Duchess	1	3
BE-B60	Duke	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	3	7
BE-F90-1	King Air	0	2
BE-B100	King Air	0	0
BE-200	Super King Air	2	9
BE-200C-	Super King Air	0	1
BE-300	Super King Air	2	11
BE-200T	Super King Air	0	0
BE-C99	Commuter	0	0
BE-1900C	Commuter	1	6
TOTAL		23	81
Manufacturers net billing – $16,598,500.35			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	3	8
HS-748		1	1
BAe 146-100		0	2
BAe 146-200		1	2
HS-125-800	Model A	3	5
HS-125-800	Model B	0	2
TOTAL		8	20
PILATUS BRITTEN-NORMAN LTD.			
• Multi-Engine			
BN-2	Islander	0	0
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		0	0
CANADAIR LIMITED			
• Multi-Engine			
CL-600	Challenger	0	1
CL-601	Challenger	0	1
TOTAL		0	2
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152		5	24
CE-A152	Aerobat	0	0
CE-172	Skyhawk	18	76
CE-172	Cutlass	0	2
CE-172RG	Cutlass	0	4
CE-182	Skylane	5	32
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	2	6
CE-182RG	Turbo Skylane RG	1	2
CE-185	Skywagon	0	6
CE-U206	Stationair 6	6	15
CE-TU206	Turbo Stationair 6	1	10
CE-207	Stationair 8	0	0
CE-TU207	Turbo Stationair 8	0	0
CE-210	Centurion	0	2
CE-T210	Turbo Centurion	4	9
CE-P210	Pressurized Centurion	1	7
CE-188	AgHusky	0	0
CE-188	AgTruck	0	0
• Multi-Engine			
CE-303	Crusader	0	2
CE-335		0	0
CE-340		4	4
CE-402		1	3
CE-404	Titan	0	0
CE-414	Chancellor	0	0
CE-421	Golden Eagle	0	0
CE-208	Caravan I	6	11
CE-425	Conquest I	4	17
CE-441	Conquest II	0	9
CE-500	Citation I	1	3
CE-550S/II	Citation II	3	14
CE-650	Citation III	2	6
CESSNA/REIMS AVIATION			
• Single-Engine			
CE-F152		0	1
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
CE-FR172	Hawk XP	0	0
CE-F182	Skylane	0	0
CE-F182RG	Skylane RG	0	0
TOTAL		65	269
Manufacturers net billing – $36,433,610			
AVIONS-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	0	0
AD-My.20	Falcon	0	0
AD-My.200	Falcon	1	5
AD-My.50	Falcon	1	3
TOTAL		2	8
DEHAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-6		3	9
DHC-7		1	2
DHC-8		3	3
TOTAL		7	14
EMBRAER			
• Single-Engine			
EMB-200		0	0
EMB-201	Ipanema	2	10
EMB-710	Carioca (PA-28-235 Dakota)	0	2
EMB-711	Corisco (PA-28RT-201 Arrow)	1	3
EMB-712	Tupi (PA-28-181 Archer II)	1	1
EMB-720	Minuano (PA-32-310 Seratoga)	1	1
EMB-721	Sertanejo (PA-32R-301 Seratoga)	1	2
• Multi-Engine			
EMB-110	Bandeirante	0	7
EMB-121	Xingu	0	1
EMB-810D	Seneca II	4	13
EMB-820	Chieftain	0	1
TOTAL		10	41
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 30		0	0
Merlin IV-C		0	1
Metro III		0	3
Expediter		2	2
TOTAL		2	6
GATES-LEARJET			
• Multi-Engine			
LR-25D		1	1
LR-29		0	0
LR-35A		1	3
LR-36A		0	0
LR-55		1	3
TOTAL		3	7
GULFSTREAM AEROSPACE			
• Multi-Engine			
GR-1159A	Gulfstream III	0	7
AE-840	Turbo Commander	0	0
AE-900	Commander 900	0	0
AE-980		0	0
AE-1000		1	6
TOTAL		1	13

		April 85	Cal. Year
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	*
1124A	Westwind 2	*	*
TOTAL		*	*
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	3
LA-250	Renegade	1	3
TOTAL		1	6
MAULE AIR INC.			
• Single-Engine			
M-5-180C		5	11
M-5-200		0	0
M-5-235C	Lunar Rocket	0	1
M-5-235		0	0
M-7-180		1	6
M-7-235	Super Rocket	1	6
MX-7-235		1	1
TOTAL		8	25
Manufacturers net billing – $326,916			
MITSUBISHI			
• Multi-Engine			
Solitaire		0	0
Marquise		0	1
Diamond		0	2
TOTAL		0	3
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201	2	17
M-20K	231	8	18
TOTAL		10	35

		April 85	Cal. Year
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-38-112	Tomahawk	0	0
PA-28-161	Warrior	6	21
PA-28-181	Archer II	8	30
PA-28-236	Dakota	2	6
PA-28RT-201T	Turbo Arrow IV	2	10
PA-32-301	Saratoga	2	9
PA-32R-301	Saratoga SP	3	3
PA-32R-301T	Turbo Saratoga SP	1	7
PA-46-310P	Malibu	11	36
• Multi-Engine			
PA-31-350	Chieftain	0	3
PA-31P-350	Mojave	2	11
PA-31-500	Cheyenne I	0	0
PA-31-500	Cheyenne IA	0	2
PA-42-720	Cheyenne IIIA	1	1
PA-42-400LS	Cheyenne	2	9
PA-34-220T	Seneca III	3	15
PA-44-180	Seminole	4	5
PA-44-180T	Turbo Seminole	0	5
PA-700P	Aerostar	0	7
PA-T1020		0	0
PA-T1040		0	0
TOTAL		47	180
Manufacturers net billing – $11,673,956			
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		1	1
SD-3-60		0	1
TOTAL		1	2
	SINGLE-ENGINE	117	436
	MULTI-ENGINE	71	276
	GRAND-TOTAL	188	712

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	April			Calendar Year to Date		
	1985	1984	1983	1985	1984	1983
Beech	23	36	40	81	146	121
British Aerospace	8	4	1	20	12	6
Britten Norman	0	0	1	0	4	2
Canadair	0	0	*	2	5	*
Cessna	65	81	104	269	273	410
Dassault	2	1	3	8	7	10
De Havilland	7	0	*	14	8	*
Embraer	10	8	4	41	32	29
Fairchild	2	3	0	6	8	4
Gates	3	2	3	7	5	10
Gulfstream	1	1	3	13	13	19
Israel	*	0	0	*	3	2
Lake	1	4	3	6	8	9
Maule Aircraft Inc.	8	5	5	25	12	6
Mitsubishi	0	0	3	3	7	14
Mooney	10	13	11	35	43	43
Piper	47	67	60	180	219	252
Short	1	0	2	2	14	6
TOTAL	188	225	239	712	819	943

Parentheses show actual Embraer deliveries, not including aircraft kits.
* Figures not available